

Complete Streets in Delaware

Pedestrian Council
September 28, 2016

Drew Boyce
Director of Planning

Complete Streets – Where Are We?

- ▶ Delaware Code
 - ▶ Executive Order
 - ▶ Policy
 - ▶ Design Resources
 - ▶ Implementation Plan
- 

Delaware Code

- ▶ TITLE 17 CHAPTER 1 § 132 (f)
 - Adopted in 1972
 - Whenever the Department of Transportation widens, constructs or reconstructs any major arterial, minor arterial, collector road or proposed road in an urbanized area of this State, the Department shall incorporate within such plans, layout, widening, construction or reconstruction the construction of sidewalks, provided there is a need for sidewalks or that it can be reasonably anticipated that the need for sidewalks will exist.

Executive Order 6 – 4/24/09

- ▶ A Complete Streets Policy should:
 - (a) Establish DeIDOT's objective of creating a comprehensive, integrated, connected transportation network that allows users to choose between different modes of transportation;
 - (b) Establish that any time DeIDOT builds or maintains a roadway or bridge, the agency must whenever possible accommodate other methods of transportation.
 - (c) Focus not just on individual roads, but changing the decision-making and design process so that all users are considered in planning, designing, building, operating and maintaining all roadways;

Executive Order 6 – 4/24/09

- (d) Recognize that all streets are different and user needs should be balanced in order to ensure that the solution will enhance the community;
 - (e) Apply to both new and retrofit projects, including planning, design, maintenance, and operations for the entire right-of-way;
 - (f) Ensure that any exemption to the Complete Streets Policy is specific and documented with supporting data that indicates the basis for the decision;
 - (g) Direct the use of the latest and best design standards as they apply to bicycle, pedestrian, transit and highway facilities;
- 

Design Resources

- ▶ AASHTO Green Book
 - ▶ AASHTO Design Guides for Both pedestrian and bicycle facilities
 - ▶ DelDOT Road Design Manual
 - ▶ DelDOT Project Development Manual
 - ▶ Pedestrian Accessibility Standards for Facilities in the Public Right of Way
 - ▶ Designing Walkable Urban Thoroughfares
 - ▶ DelDOT Subdivision Manual
 - ▶ DelDOT Traffic Calming Manual
- 

Implementation Plan

- ▶ Visual Guide to Implementation
- ▶ Utilizes *The Strategies For State Policies And Spending*
- ▶ Guidance for each type of Project or Program
- ▶ Provides illustrations for the right facilities in the right context

Delaware Complete Streets Policy Implementation Plan

Prepared For: Delaware Department of Transportation



Prepared By:

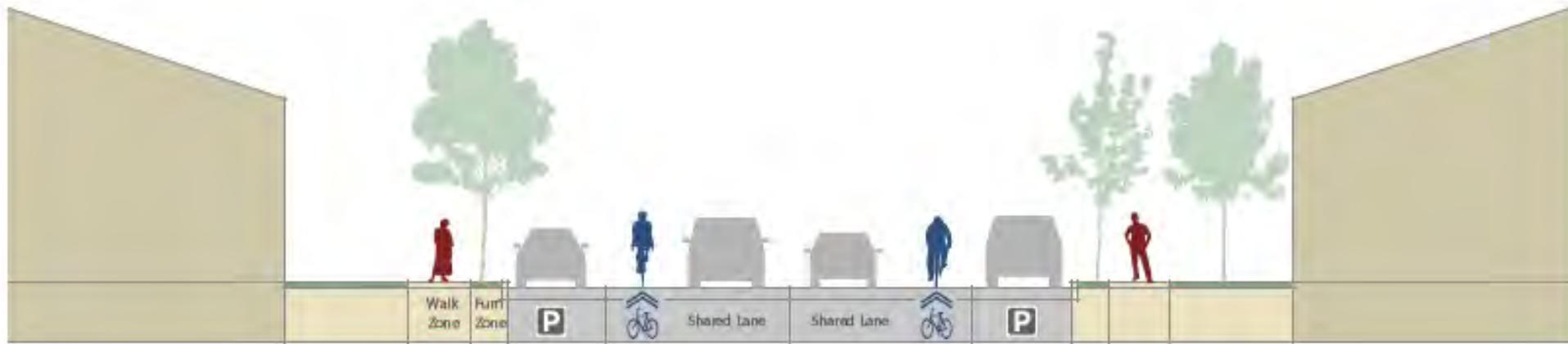


Urban Local Streets - Neighborhood Residential

Level **1** **2** **3**

Urban Local Streets are found in residential neighborhoods and carry low volume, low speed automobile traffic (generally 30 mph or less). These streets are generally found in Levels 1, 2 or 3.

- On-road bicycle accommodations expected as shared use
- Sidewalks for pedestrians expected



Hierarchy of Need	Pedestrian Lighting	Transit Facilities	Benches/Street Furniture	Street Trees
	Highly Recommended	Recommended on Transit Lines	Recommended	Recommended*

*Street trees are desirable if they can be provided within the limits of design standards, context, or field conditions

- ▶ Checklist for Designers and Engineers
- ▶ Provides and inventory of added features

CS Considerations for Project Managers

To comply with EO #6 and this CS Policy Implementation Plan, Project Managers need to consider Complete Streets with each project they undertake. The information below is provided to help project managers think through Complete Streets considerations when a project begins and as it develops.

The goal of Complete Streets is to provide safe mobility for all users. Each street that is completed not only creates more mobility options for that street by increasing the numbers of bike lanes, sidewalks etc. on that facility, but helps complete a larger network, so that mobility for that mode is meaningful.

Project Name:

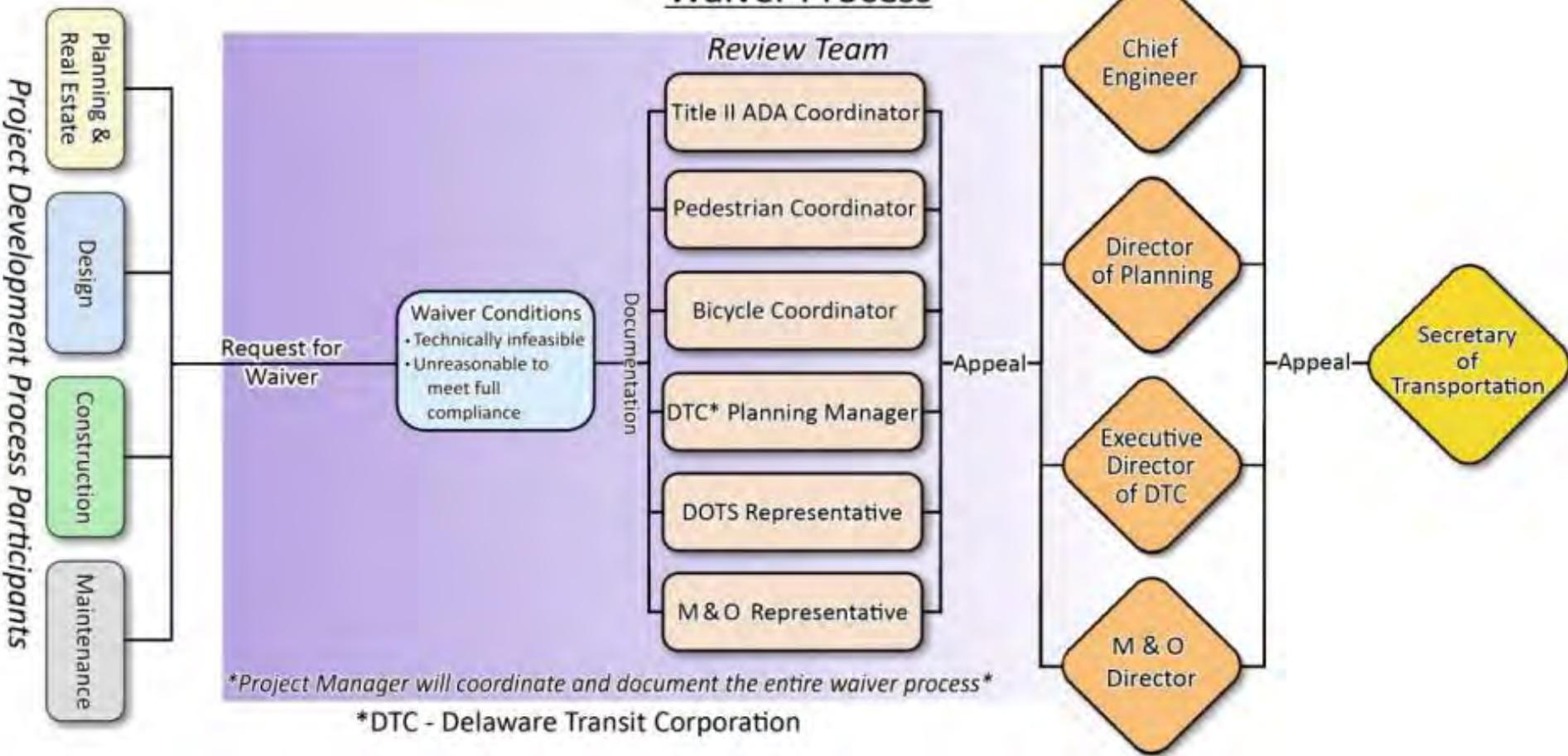
State Strategies Level:

Street Type:

This project adds:

- Linear feet of on-street bike lanes striped _____ or built _____
- Linear feet of sidewalks /total sidewalk LF if missing links
- Number of new street trees
- Number of curb ramps/ ADA accommodations built _____
- Number of pedestrian crossings
- Number of bus pads
- Number of bus shelters
- Number of countdown pedestrian signals
- Number of audible pedestrian signals
- Number of pedestrian signal timings brought into compliance with the current MUTCD
- Number of uncontrolled crosswalks brought into compliance with the current MUTCD
- Number of road lane miles
- Number of street light fixtures/ responsible utility _____
- Number of pedestrian light fixtures/ responsible utility _____

Waiver Process





BUFFALO WILD WINGS
GRILL & BAR



GARY BESSIE, M.D.
BETH STRAIN, Ph.D.





Newark
Great American
Main Street
National Winner

AMSTEL SQUARE

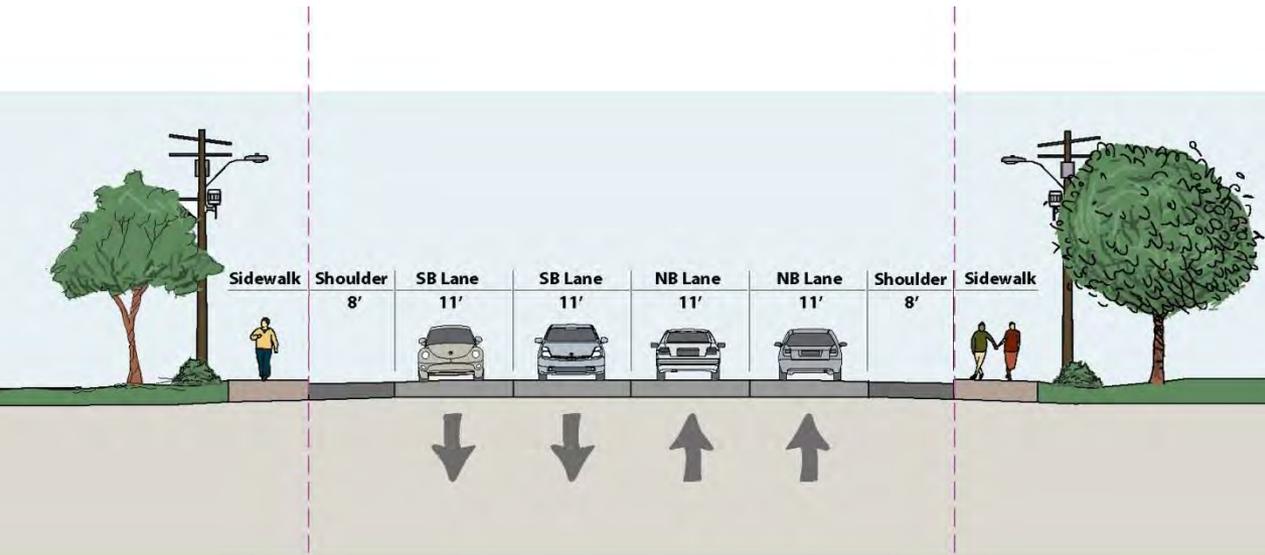
CLAMORBIT STEAK BIRD
PIZZA W/ BREAD STEAKS
SAXBYS COFFEE
BARDY SHOP
PARKING AVAILABLE
UDELHOUSING.COM
APARTMENT LEASING
AMSTEL SQUARE.COM

SPEED
LIMIT
25

BICYCLE



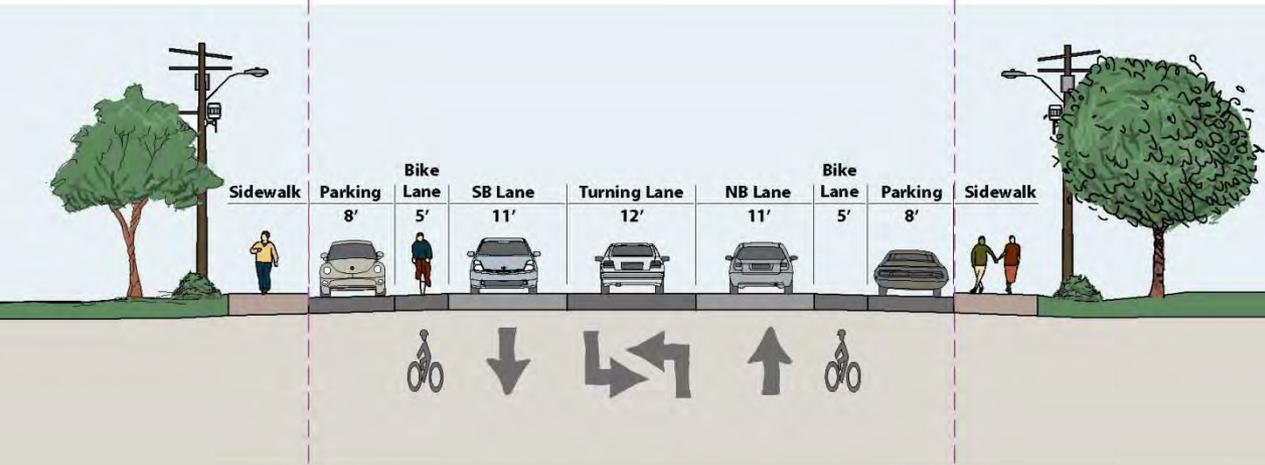
Philadelphia Pike – Harvey to Gov. Printz



- 4 11 ft travel lanes
 - 2 8 ft shoulders
-

60' Curb to Curb

Same curb to curb distance



- 2 11 ft travel lanes
 - 1 12 ft turning lane
 - 2 5 ft bike lanes
 - 2 8 ft parking lanes
-



Angel
NAILS & SPA
736-8551
BAL
PRESS
708-4321

SHIRAZ MOON
RESTAURANT

LEASE
736-8551

FREE
RING

CHESTNUT
BLOCK

CL

STOP

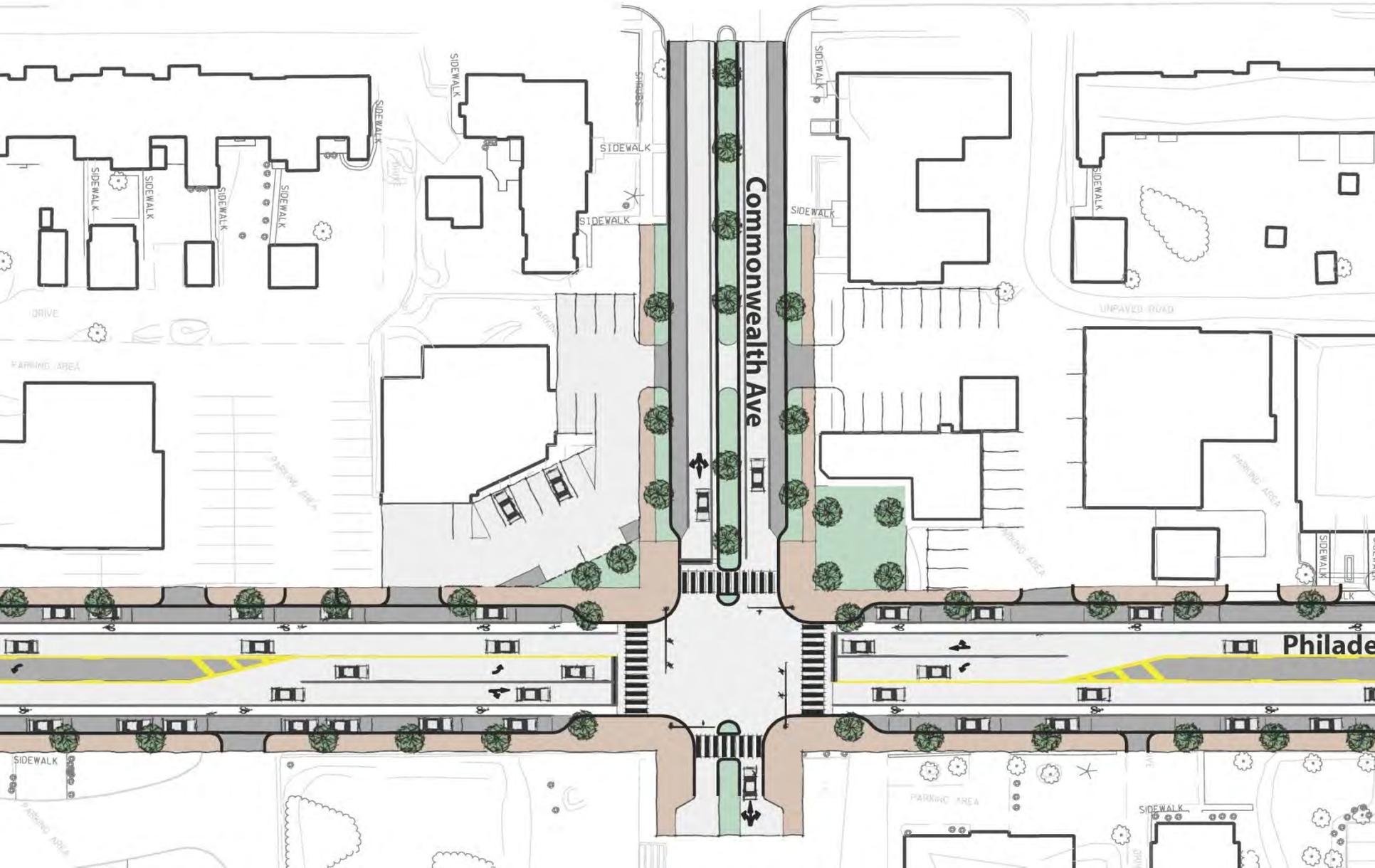


Philadelphia Pike - Phase 2

Commonwealth Intersection Refined Plan

Public
10.28

20 0 20 40 FEET





SOUTH 13 ALT 13

TD

13

RM1111



THE NEW
OPEN
ALL Health Services
1201 12th St
Call, Fax, Text
INTERNET, Email
Personal Care
Retail, Mailers
Long Distance
COPY & FAX
LABORATORY
&
More More



Existing Conditions - South Governors Avenue



Proposed improvements for South Governors Avenue include crosswalks, a center turn lane, shoulders and sidewalks.



LEGEND

-  BUS STOP
-  SIDEWALK
-  SHOULDER SUITABLE FOR BICYCLING

**MARSHALLTON
CIRCULATION STUDY
EXISTING
TRANSPORTATION NETWORK**

NOVEMBER 2011 SHEET 1 OF 3

NOTE:
AERIAL PHOTOGRAPHY
IS FROM 2007

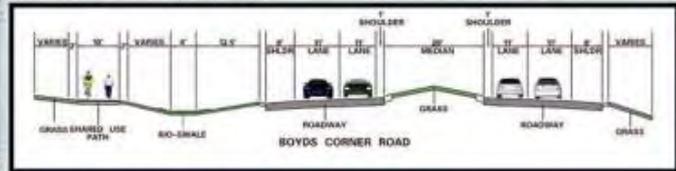
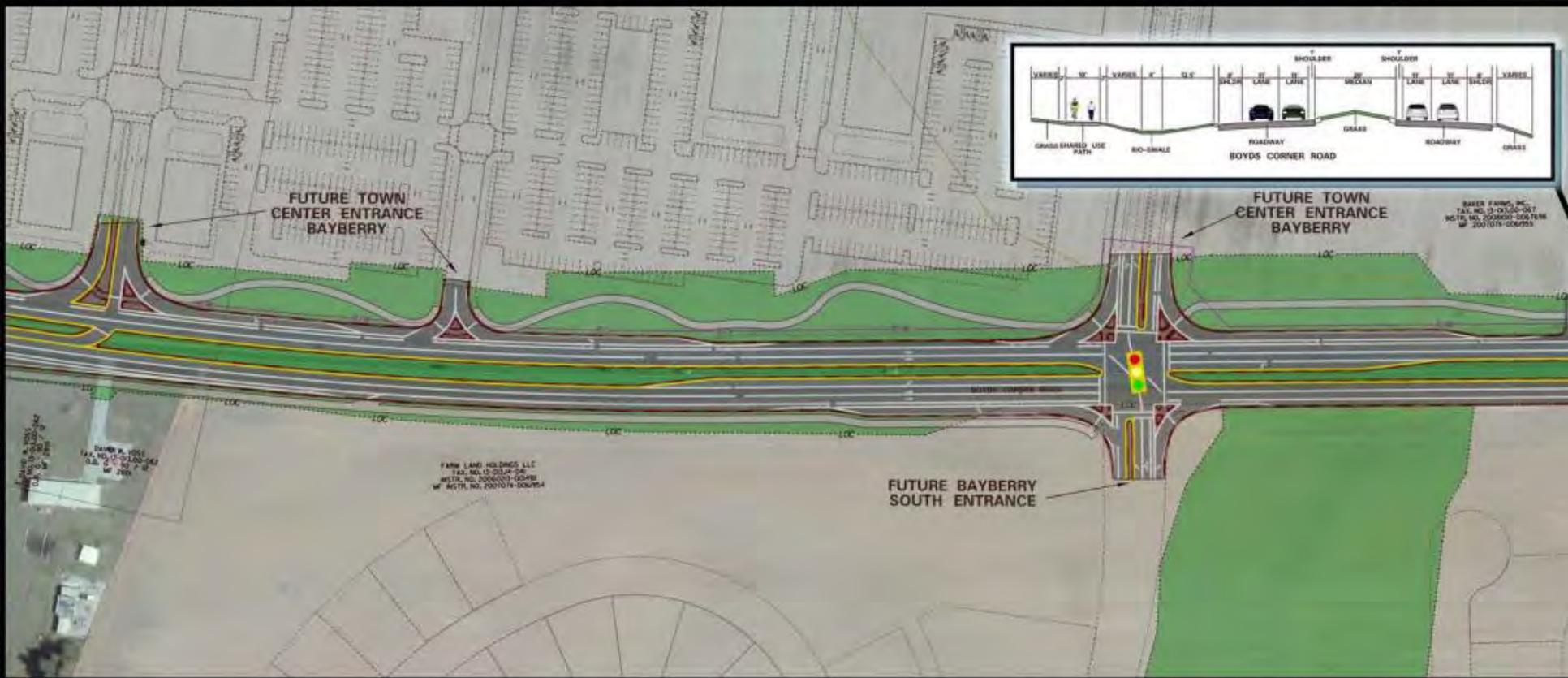
Boyd's Corner Road

From Cedar Lane Road to US13

LEGEND

- EXISTING PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- BIOWALK
- PROPOSED LANE
- PROPOSED SHOULDER

NET AREA OF IMPROVEMENTS IS 1,100,000 SQ. FT. (25.0 ACRES) (SEE ATTACHED SCHEDULE "A" FOR DETAILS)



BAKER FARM, INC.
TAX. NO. 13-00104-0017
NETR. NO. 2006001-001708
W/ NETR. NO. 2001014-000954

Moving Forward

- ▶ Continuing to Change the Culture
 - ▶ Educating Customers
 - ▶ Continue to Update Manuals
 - ▶ Performance Measure Evaluation
- 

Questions



Policy



Dover Community



Health Mart.
PHARMACY

FREE DELIVERY 

302-724-9323

FAST SERVICE • LOWEST PRICES



Delaware's Definition

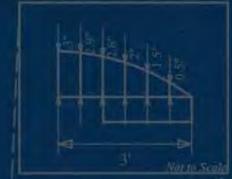
- ▶ A *Complete Street* is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for *all* users – including bicyclists, pedestrians, transit riders, truck drivers, and motorists – which is appropriate to the function and context of the facility.

Culture

- ▶ A *Complete Street* is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for *all* users – including bicyclists, pedestrians, transit riders, truck drivers, and motorists – which is appropriate to the function and context of the facility.

Delaware Traffic Calming Design Manual

2012 Edition



Delaware Department of Transportation

